

**Amendments to the Claims:**

This listing of claims will replace all prior version, and listings, of claims in the application:

**Listing of Claims:**

1-14. (Canceled).

15. (New) A method for activating a restraining arrangement in a vehicle, the method comprising:

- determining a crash type from a signal characterizing the crash;
- considering the crash type during a triggering of the restraining arrangement;
- wherein the crash type is determined by analyzing signal values and slope values of the signal characterizing the crash using threshold values.

16. (New) A method for activating a restraining arrangement in a vehicle, the method comprising:

- determining a crash severity from a crash type and from information about a velocity of the vehicle; and
- activating the restraining arrangement as a function of the crash severity.

17. (New) The method of claim 16, wherein the crash type is determined by analyzing signal values and slope values of a signal characterizing the crash using threshold values.

18. (New) The method of claim 15, wherein the threshold values are predefined as a function of a velocity.

19. (New) The method of claim 18, wherein the velocity is a relative velocity of the vehicle in relation to an obstruction before an impact.

20. (New) The method of claim 15, wherein the threshold values are established so that for a specific crash type, the threshold values are intersected at an instant predefined for the specific crash type.

21. (New) The method of claim 18, wherein the threshold values are determined one of discretely and continuously as a function of at least one the velocity and the crash type.
22. (New) The method of claim 15, wherein if it is determined that there are at least two crash types, a hardest one of the at least two crash types is used as the crash type.
23. (New) The method of claim 17, wherein a maximum slope value is retained.
24. (New) The method of claim 17, wherein the threshold value for a slope value is defined so that at an instant at which a signal value exceeds its threshold value for a soft crash, it is less than a slope value for the soft crash.
25. (New) The method of claim 17, wherein a threshold value for a slope value is defined so that one of exceeding and falling below occurs when a signal value exceeds its threshold value.
26. (New) A device for activating a restraining arrangement, comprising:  
a control unit which considers a crash type, the crash type being determined from a signal characterizing the crash, to activate the restraining arrangement;  
wherein the control unit determines the crash type by analyzing the signal and slope values of the signal characterizing the crash using threshold values.
27. (New) A device for activating a restraining arrangement in a vehicle, comprising:  
a control unit to activate the restraining arrangement as a function of a crash severity, wherein the control unit determines the crash severity from a crash type and from information about a velocity of the vehicle.
28. (New) The device of claim 27, wherein the crash type is determined one of discretely, continuously, and a combination of discretely and continuously.